IN THE SPECIFICATION

Please replace paragraphs 3 and 4 on page 1 with the paragraph below.

Such latches can be moved between a locked and unlocked condition either by manual means such as by operating an inside sill button or an exterior key barrel, or they can be powered between the locked and unlocked conditions by a power actuator, which can be controlled remotely by, for example, ~~infra-red~~infrared devices.

A1

A problem with such power locking/unlocking is that in the event that power is lost, ~~for example, e.g.~~ during a road traffic accident or as a result of a flat battery, it may not be possible to change the state of the lock. Thus where a vehicle is in use and the doors are locked and the vehicle is involved in a road traffic accident, the occupant of the vehicle may find themselves locked in the vehicle immediately following the crash. ~~and this~~ This clearly has safety implications. Furthermore the power actuator is expensive to produce and manufacture.

Please replace paragraph 6 on pages 1 and 2 with the paragraph below.

Thus according to the present invention there is provided a latch arrangement including a latch, a release mechanism, a manually actuable element and a control means, ~~the~~The latch ~~being~~ is operable to releasably retain a striker in use; and the release mechanism ~~being~~ is capable

A2

of being moved by the manually actuable element from a rest position through an unlocked position to a release position ~~to wherein it~~ unlatches the latch; ~~t~~The control means having a locked condition at which actuation of the manually actuable element does not cause unlatching of the latch and an unlocked condition at which during an initial movement of the manually actuable element, the release mechanism achieves the unlocked position and during subsequent movement of the manually actuable element, the release mechanism achieves the unlatch position.

Please replace paragraphs 15 and 16 on page 2 and 3 with the paragraphs below.

With reference to the figures there is shown a latch arrangement 10 having a latch 12 (only part of which is shown schematically), a release mechanism 16, powered control means 18 and manually actuable elements in the form of inside handle 20 and outside handle 21.

A3

The latch 12 is mounted on a car door and is operable to releasably retain a striker mounted on a fixed structure of the car, such as a B post or a C post. The latch 12 typically might include a latch bolt in the form of a rotating claw which engages the striker. To ensure the claw retains the striker, a pawl can be provided to retain the latch bolt in its closed position. The pawl includes a latch release element in the form of a pawl pin 14.

Please replace paragraph 30 on page 4 with the paragraph below.

A4

A tension spring 60 is connected to chassis 24 and release lever 26 and acts to bias release lever 26 in an ~~anti~~counterclockwise direction when viewing figure 1.

Please replace paragraph 36 on page 4 with the paragraph below.

A5

Applying DC current to the windings 46 via electric leads 50 and 51 in a first direction will create a magnetic field around the electromagnet which will bias the north pole in end 44A of magnetic pawl 44 to the left when viewing figure 1, ~~i.e.~~ ~~anti~~counterclockwise about pivot H until abutment 54 engages pawl stop 52.

Please replace paragraph 41 on page 5 with the paragraph below.

A5a

It is also possible to prevent rotation of lock/unlock lever 32 ~~anti~~counterclockwise about pivot G by applying and maintaining DC current in the first direction to windings 46 since abutment 38 is made from a ferromagnetic material and will therefore be magnetically attracted to electromagnet 42.

Please replace paragraphs 47 and 48 with the paragraphs below.

A5b

As mentioned previously with the control means in the third condition the magnetic pawl is positioned as shown in figure 1 and thus does not restrict rotation of the lock/unlock lever 32 in ~~an anti~~ a counterclockwise direction.

Furthermore no power is supplied to the windings 46 and thus the electromagnet also does not restrict movement of the lock/unlock lever 32 in ~~an anti~~ counterclockwise direction.

Please replace paragraph 50 on page 6 with the paragraphs below.

A6

It should be noted that lock/unlock lever has rotated ~~anti~~counterclockwise about pivot G to a position where arm 32A has come into abutment with abutment 64. It should also be noted that abutment 38 has become disengaged from the electromagnet 42.

Please replace paragraph 53 on page 6 with the paragraph below.

A7

In view of the fact that arm 32A of lock/unlock lever 32 is in abutting engagement with abutment 64, lock/unlock lever 32 cannot rotate further in ~~an anti~~ counterclockwise direction. Thus connector 30 is caused to rotate anticlockwise about pivot F relative to lock/unlock lever 32. This results in abutment 22 of release link 28 moving into engagement with pawl pin 14 and moving it from position A as shown in figure 2 to position B as shown in figure 3.

Please replace paragraph 57 on page 7 with the paragraph below.

A8

With the control means in its second condition ~~i.e.~~ where DC current is supplied to the windings in the first direction and the magnetic pawl is in a position as shown in figure 1, the lock/unlock lever 32 is maintained in the position as shown in figure 1 by magnetic attraction.

Please replace paragraph 59 on page 7 with the paragraph below.

It should be noted that ~~whilstwhile~~ abutment 22 has being caused to move, in view of the fact that it was initially mis-aligned with the pawl pin 14, such movement has resulted in abutment 22 bypassing pawl pin 14 and not imparting any movement to pawl pin 14. Thus ~~whilstwhile~~ the inside or outside handle has been moved, the door has not become unlatched. Note that in further embodiments it is possible to arrange an abutment such as abutment 22 to be permanently aligned with a latch release element such as pawl pin 42 but remote therefrom such that with the latch arrangement in a locked condition the abutment approaches the pawl pin but does not move it and with the latch arrangement in an unlocked condition the abutment approaches, engages and then moves the pawl pin.

A9

Please replace paragraph 61 on page 7 with the paragraph below.

With the control means in the first condition i.e. where there is no power to the windings 46 but the magnetic pawl 44 is in a position as shown in figure 1B, ~~anti~~counterclockwise rotation of the lock/unlock lever is again prevented though this time by co-operation of abutments 39 and 58. Thus actuation of the inside or outside handles will again cause release lever 26, release link 28 and connector 30 to move to the position as shown in figure 4.

A10

Please replace paragraph 65 on page 8 with the paragraph below.

When the vehicle is parked and left unattended the control means can be set to its first condition to lock the latch. Note that the first condition of the control system does not cause any drain to the vehicle battery ~~in its first condition~~.

A11

Please replace paragraphs 68 and 69 on pages 8 and 9 with the paragraphs below.

With the vehicle in use and the control means in its second condition, as mentioned above, the lock/unlock lever 32 is maintained in the position as shown in figure 1 by power ~~beenbeing~~ fed to the electromagnet. In the event of a power failure, such as might occur following a road traffic accident, the control means will by definition change to its third condition and hence the doors will become unlocked and occupants of the vehicle will be able to escape from the vehicle.

A12

With the vehicle parked and with the control means in its first condition, i.e. with the vehicle locked, ~~in the event that the~~ a drained vehicle battery ~~is flattened, perhaps as a result of a interior light being left on,~~ will prevent pulsing of the electromagnet to move the control means from the first and third condition to unlock the vehicle ~~will not be possible~~. However, it is nevertheless possible to manually unlock the vehicle by use of the key and key barrel 70. The key and key barrel can also be used to lock the vehicle if necessary.

Please replace paragraphs 71,72 and 73 on pages 9 and 10 with the paragraphs below.

Such an arrangement therefore significantly reduces the likelihood of flattening the battery when the vehicle is parked but the nevertheless allows opening of the doors in the event of power loss following a road traffic accident.

It should be noted that the electromagnet 42 need only be strong enough to retain the lock/unlocked lever 32 in the position shown in figure 1 when the electromagnet is in its second condition ~~i.e.~~ when power is being supplied to the electromagnet. Thus the electromagnet has to be strong enough to overcome the forces in tension spring 60 during initial movement of inside or outside handle and it has to overcome the forces in tension spring 60 and 62 during a subsequent movement of the inside or outside handle. Note that the electromagnet is not required to be strong enough to move the lock/unlock lever from the position as shown in figure 2 to a position such that abutment 38 engages with the electromagnet.

A13

As mentioned above the control means 18 has two ways of preventing rotation of the lock/unlock lever 32, namely by permanently ~~energisation~~energization of the windings 46 or by movement of magnetic pawl 44 to the position as shown in figure 1B. In further embodiments, in particular when no power release P is provided, the control means can be used to simply lock and unlock the vehicle ~~e.g.~~ when parked. As such it is only necessary for the windings 46 to be pulsed to move the magnetic between the positions as shown in figures 1A and figure 1B. As such the electromagnet 42 is not required to attract lock/unlock lever 32 which can therefore be made of a non ferromagnetic material, such as a plastics material. Under these circumstances it is necessary to have a manual override system operable by the inside handle (but not the outside handle) such that when the inside handle is moved the magnetic pawl 44, if in the position as shown in figure 1B, is moved to the position as shown in figure 1A. Once the magnetic pawl is in the position as shown in figure 1A, the latch release mechanism 16 can then operate in its two stage manner ~~to~~i.e. alignment ~~of~~ abutment 22 with pawl 14 followed by movement of pawl 14 from position A to position B as shown in figure 1 to open the latch. Under such an arrangement it is preferable that the release mechanism 16 fully returns to the rest position upon release of the inside handle ~~i.e.~~where abutment 22 becomes mis-aligned with pawl pin 14.

Please insert the new paragraph below after paragraph 73 on page 10.

The foregoing description is exemplary and not just a material specification. The invention has been described in an illustrative manner, and should be understood that the terminology used is intended to be in the nature of words of description rather than of limitation. Many modifications and variations of the present invention are possible in light of the above teachings. The preferred embodiments of this invention have been disclosed, however, one of ordinary skill in the art would recognize that certain modifications are within the scope of this invention. It is understood that within the scope of the appended claims, the invention may be practiced otherwise than as specifically described. For that reason the following claims should be studied to determine the true scope and content of this invention